

YORKVILLE LOOP LINE RAILWAY CO.

The Yorkville Loop Line Railway will ultimately connect with every line now entering Toronto.

ONTARIO, CANADA.

The Grand Trunk Railway Company's trains for instance leaving Carlton Station for Toronto descend in the journey nearly 100 feet, pass along the crowded Esplanade (frequently losing hours in doing so, besides blocking up the way), then ascend a grade of 180 feet, and more over 80 miles on their way to accomplishing this.

PROSPECTUS.

As an illustration the following figures will demonstrate the saving in the cost of conveying Through Traffic by the Yorkville Loop Line Railway, as compared with that by way of the Grand Trunk Railway:—

Distance by Grand Trunk Railway 114 miles.
This Railway was chartered by the Legislature of Ontario in 1873, sec. 36 Vic. Cap. 77, of the Statutes of the Province, and an Act passed in the year 1876 extended the time for the commencement and completion of the Railway. Sec. 30 Vic. Cap. 85.

The Line is intended to run from a point on the Grand Trunk Railway of Canada at or near the Carlton Station, to a point, also on the Grand Trunk Railway, in the Township of Scarborough, passing through the Village of Yorkville.

The object of this Railway is:— First. To alleviate as much as possible the crush of Traffic now passing daily over the Esplanade in front of the City of Toronto, by providing an alternative and superior route for Through Freight, and allow the business proper of Toronto City to be carried on with greater facility.

The only means of access to the Steam Boats and other craft for either Passengers or Shippers, is across the Esplanade, which is now the only outlet for all the Railway Traffic. The numerous fatal accidents which occur by persons being run over by the Trains, imperatively demand an amelioration in the conduct of this Traffic.

There are now more than 200 Trains daily passing to and fro over the Line of the Esplanade, and a further jam must evidently take place when the Credit Valley Railway is opened, which it will no doubt shortly be.

The Esplanade accommodation, which is now wholly inadequate, cannot be enlarged except at enormous cost, for the reason that it is bounded on the South side by the deep waters of the Bay, lined with Wharves and Storehouses; and on the North by large and valuable Warehouses and Factories.

The promoters of the Y. L. L. Railway have devised this mode of overcoming the difficulty, and are confident that it will effectually relieve the most crowded part of the City, and accord to Shippers and Passengers by the numerous Boats in the season of Navigation, facilities for crossing and recrossing the numerous Tracks with safety and expedition, the advantage of which everyone now going down to the water will appreciate.

Second:—This Railway will accommodate the Citizens dwelling in the Northern portion of Toronto, and also the Villagers of Yorkville to a great degree, inasmuch as they will be enabled to avail themselves of any train leaving Toronto for the East, West or North, it being contemplated to build a Passenger Station at Yorkville, and inaugurate a system of Short Train Service for the convenience of Residents, to meet all trains from or to the City.

For the conveyance of Lumber, Lime, Bricks, Tiles, Wood, Coal, etc., etc., to or from the extensive Brick Fields of Yorkville, and to Buildings in frequent course of construction at Yorkville and North Toronto, which now have to be carted to or from the Esplanade at a cost exceeding 50cts. to \$1.00 per ton,—the advantages are obvious.

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Third:—For all Through Freight, that is from Detroit and Sarnia to Montreal and *vice versa*, the gain to the Companies carrying such Traffic, by using this Line will be enormous. The Grand Trunk Railway Company's trains for instance leaving Carlton Station for Toronto descend in the journey nearly 160 feet, pass along the crowded Esplanade, (frequently losing hours in doing so, besides blocking up the way,) then ascend a grade of 180 feet, and more-over go nearly 3 miles out their way in accomplishing this.

As an illustration, the following figures will demonstrate the saving in the cost of conveying Through Traffic by the Yorkville Loop Line Railway, as compared with that by way of the Grand Trunk Railway:—

Distance by Grand Trunk Railway	11½ miles.
Add 180 feet rise, equal, in railway working, to	¾ "
Distance by Yorkville Loop Line Railway	15 "
Total saving	6 miles.
Frequently 40 freight trains per day, of 18 cars each, work over the Grand Trunk Railway. Say 15 of these pass over the Yorkville Loop Line Railway, we have:—	
Fifteen trains of 18 cars each	270 cars per day.
Taking 311 working days per annum, a total of	83,970 cars per annum.
Six miles on each car shows the saving in mileage, to be on	
only 15 freight trains.	503,820 miles per annum.
Say each car contains ten tons, we have	5,038,200 tons of produce,
Which at one cent per ton, equals	\$50,382 per annum saved,
equal to 10 per cent. on the whole capital of the Yorkville Loop Line Railway.	

The Grand Trunk Railway Company will, moreover, be enabled to carry 20 cars to Montreal at the same cost for haulage as for 18 cars at present; being a saving of 11 per cent. on the whole of their Through Freight Trains—engines, drivers, firemen, conductors, brakemen, coal, wood, &c., &c. and they would further gain an immense amount of time, by not having to pass over the Esplanade;—this cannot be estimated at less than \$100,000 per annum.

The Credit Valley Railway and the Toronto and Ottawa Railway, when built, will also be benefited by this short line, it being practically almost a level grade from point to point along its whole length, not quite nine miles. It will unquestionably give to North Toronto and Yorkville Passengers and Shippers by Rail, facilities in every respect equal, if not superior, to those enjoyed by citizens in the south; in fact, it will put a double face on Toronto.